

Pedestrian Safety

February 29, 2008

CountyStat Principles

- Require Data-Driven Performance
- Promote Strategic Governance
- Increase Government Transparency
- Foster a Culture of Accountability



Agenda

- **Introductions**
- **Data on pedestrian collisions and fatalities**
 - Montgomery County data and comparisons with other jurisdictions
 - Four high incidence areas in Montgomery County
- **Review of December 2007 Pedestrian Safety Initiative**
- **Wrap-up**

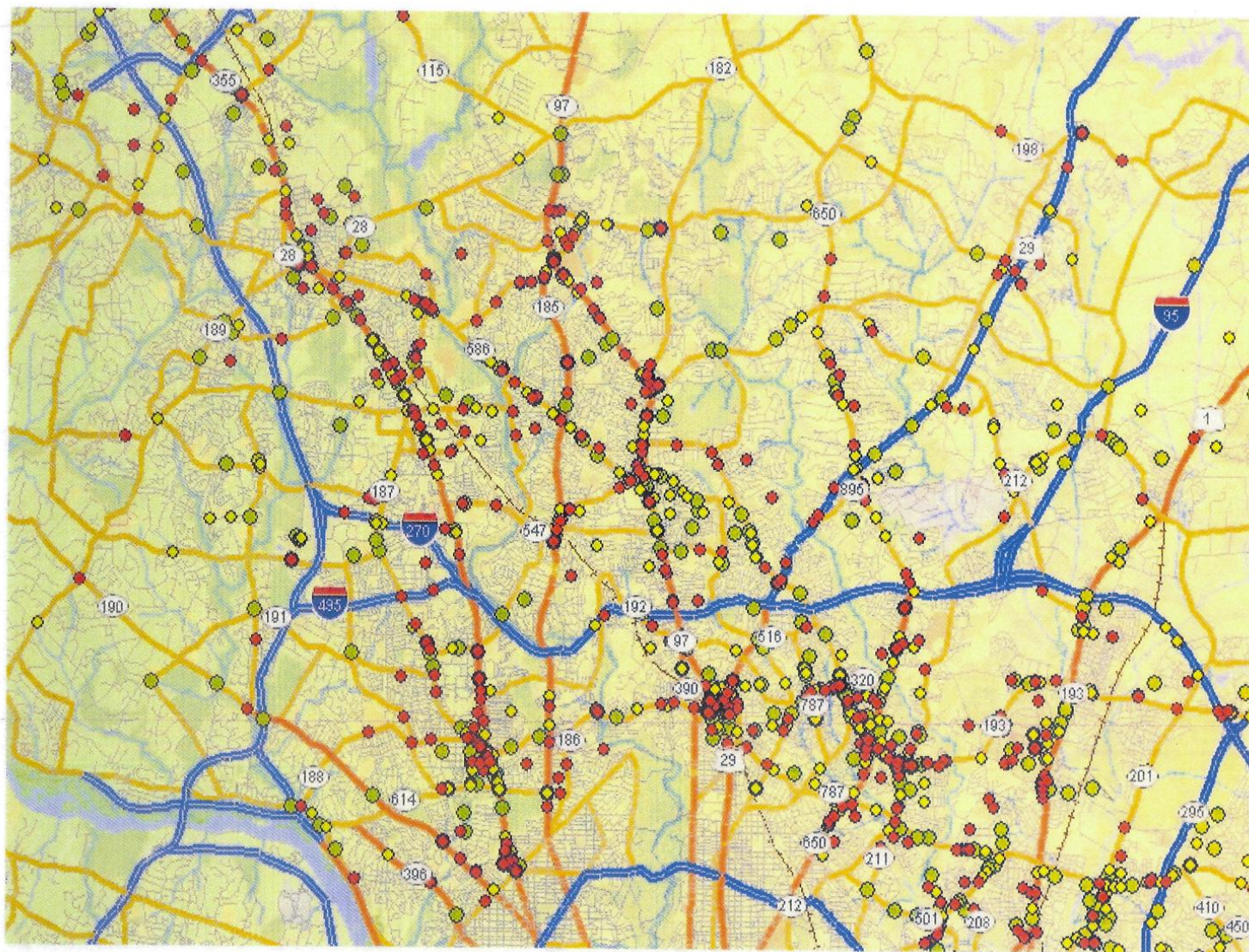


Defining Pedestrian Safety

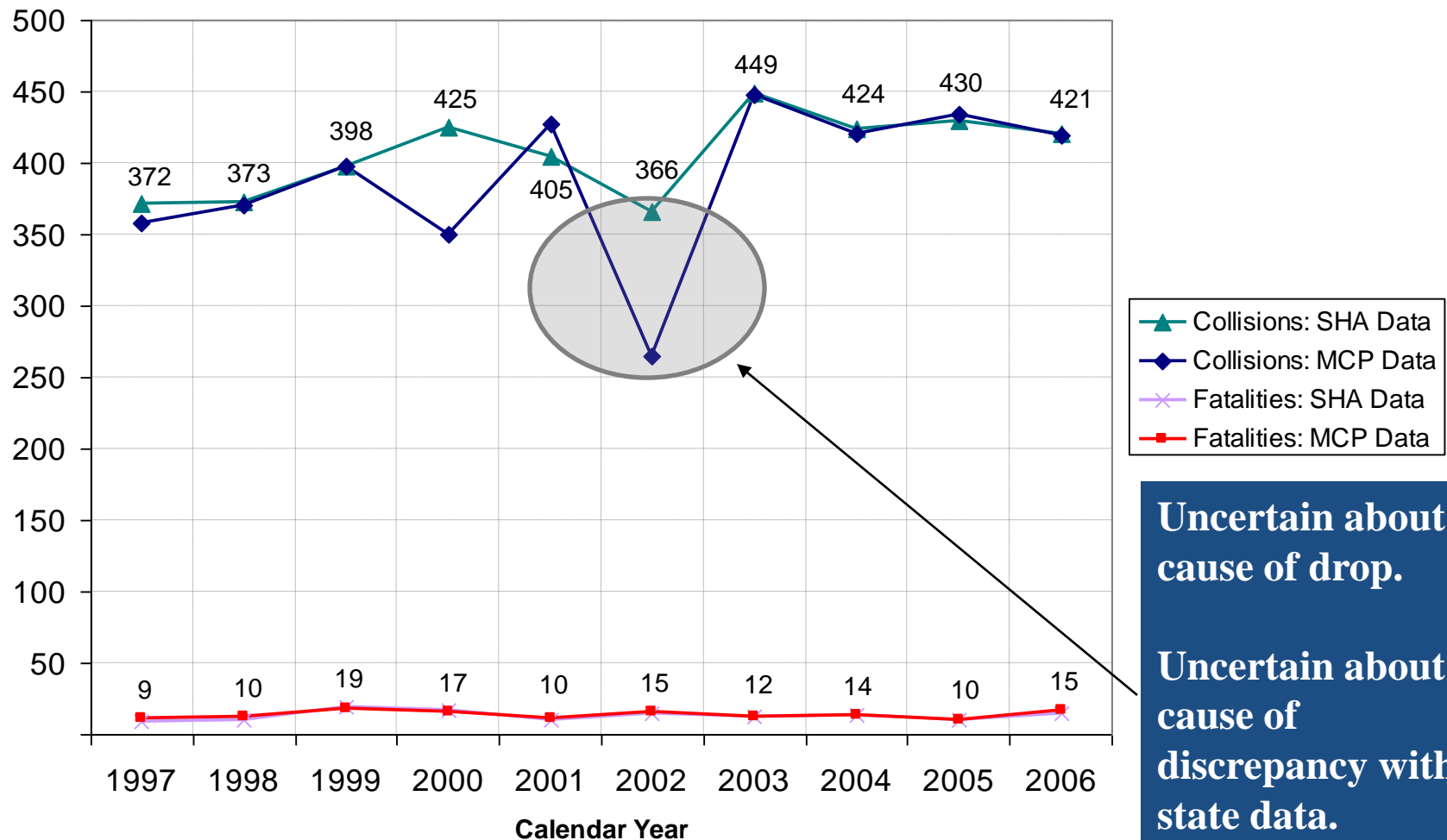
- **The County Executive's Pedestrian Safety Initiative had two objectives:**
 1. Reduce pedestrian-related crashes, injuries, fatalities, and their associated social and economic costs
 2. Ensure that all areas of the County provide safe and convenient travel options for pedestrians
- **The following data relates to the first objective: pedestrian-related crashes (collisions) and fatalities.**



Collision Sites, 2004-2006

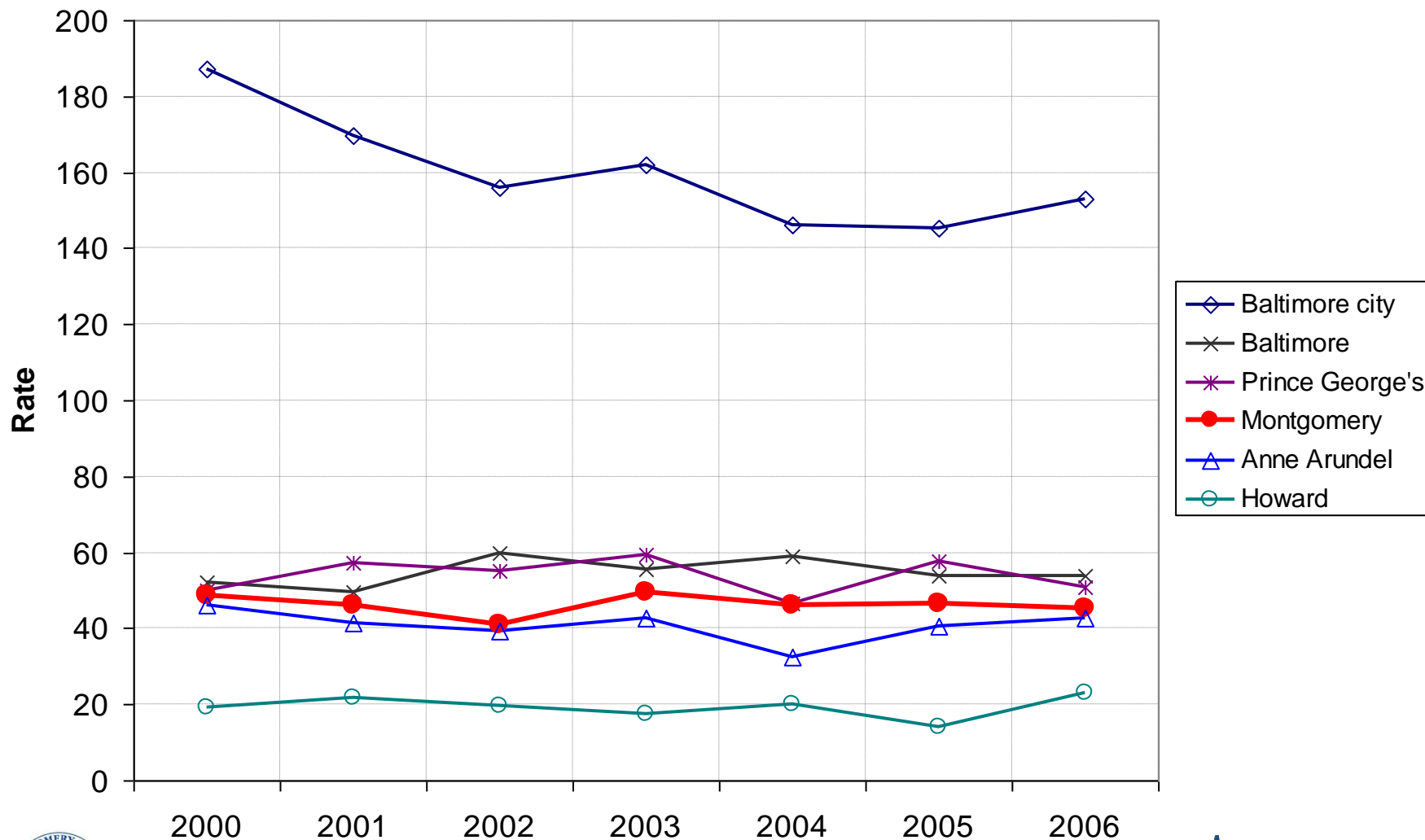


Pedestrian Collisions and Fatalities in Montgomery County



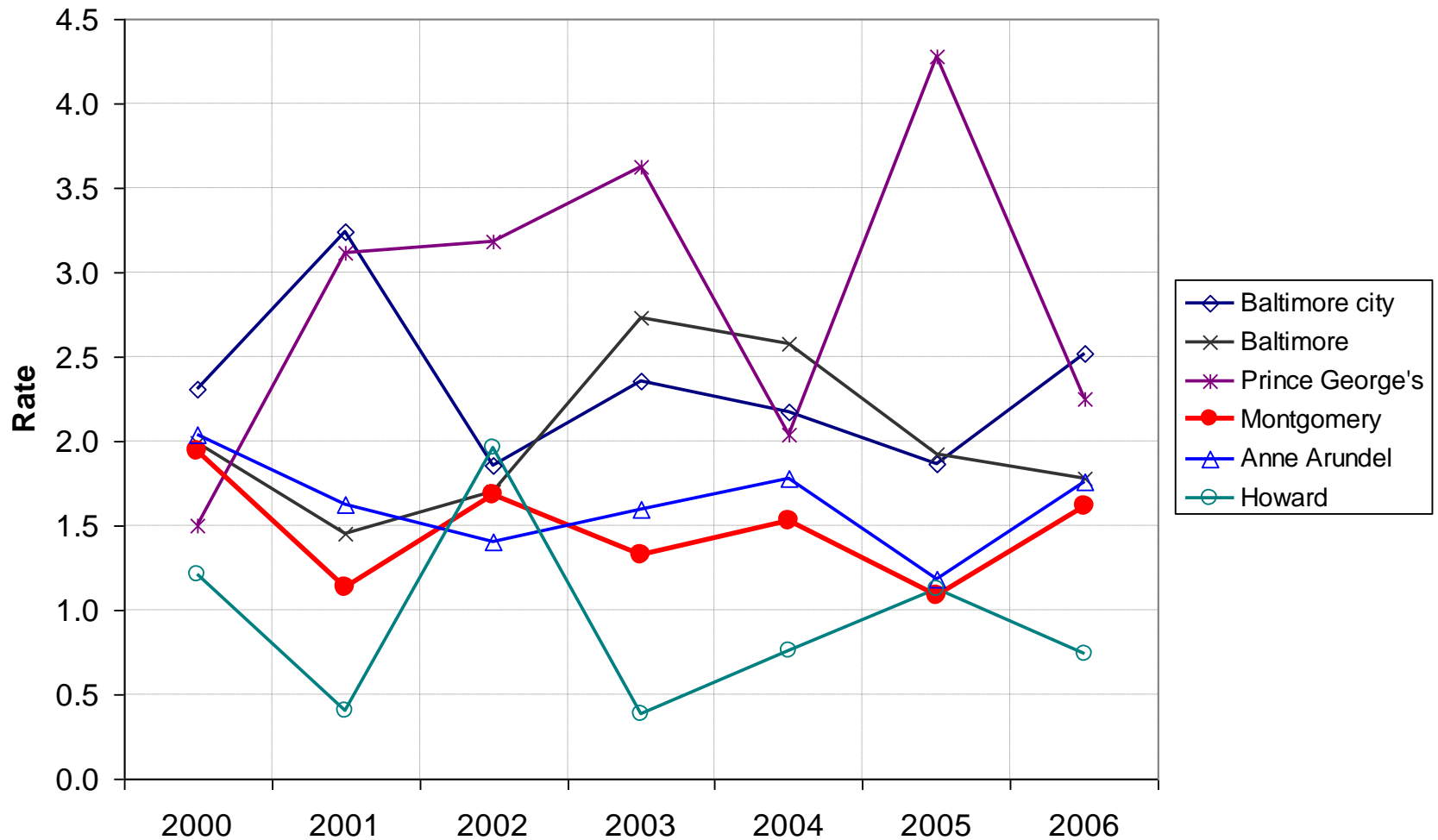
Pedestrian Collision Rates per 100,000 People, by County, 2000-2006

Data sources: Maryland State Highway Administration and the U.S. Bureau of the Census

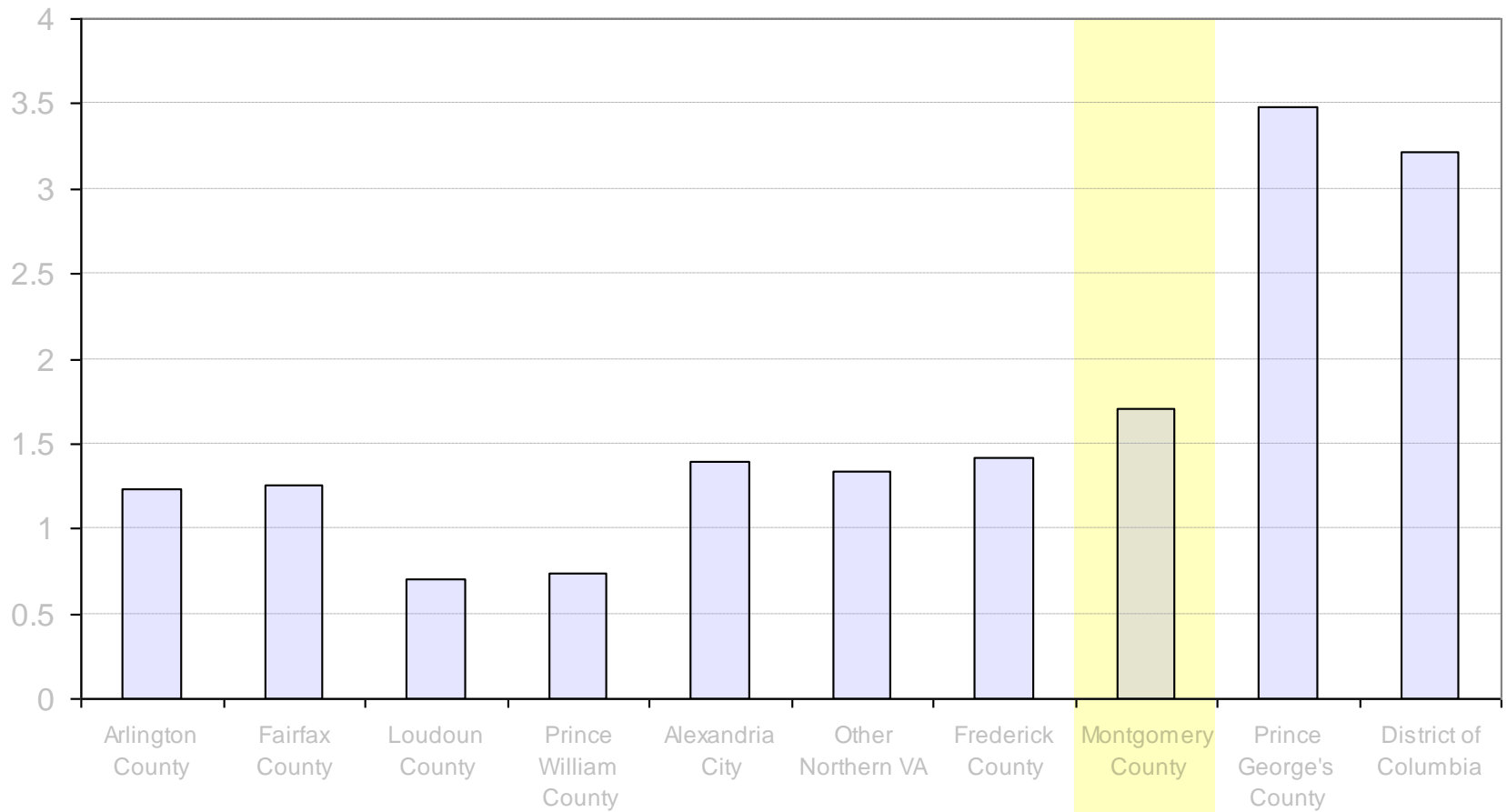


Pedestrian Fatality Rates per 100,000 People, by County, 2000-2006

Data sources: Maryland State Highway Administration and the U.S. Bureau of the Census



Average Annual Pedestrian and Bicyclist Fatalities Per 100,000
people, 1994-2003

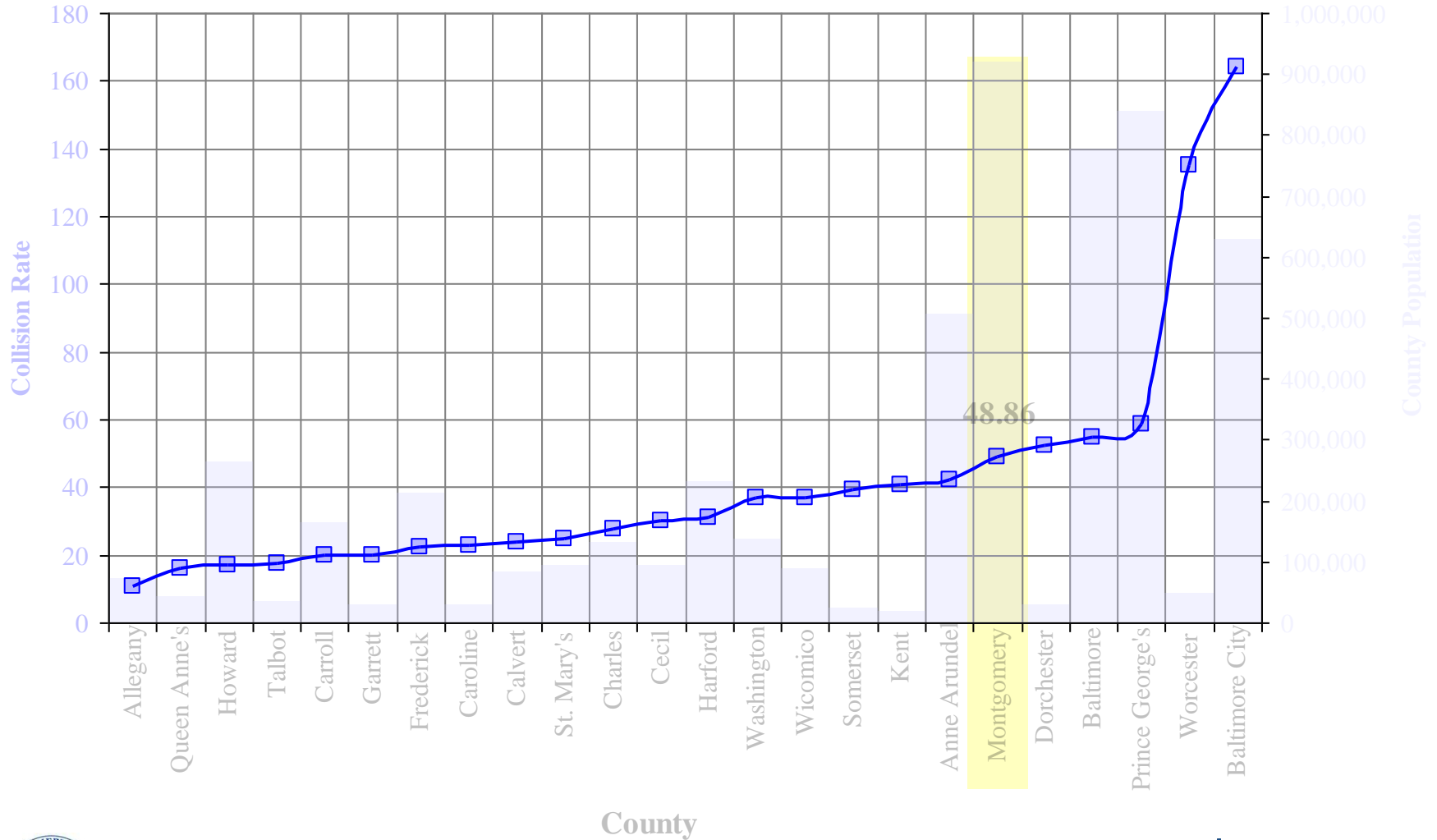


Data source: April 2005 presentation to COG Safety Work Group, "Briefing on the Regional Pedestrian and Bicycle Safety Problem"



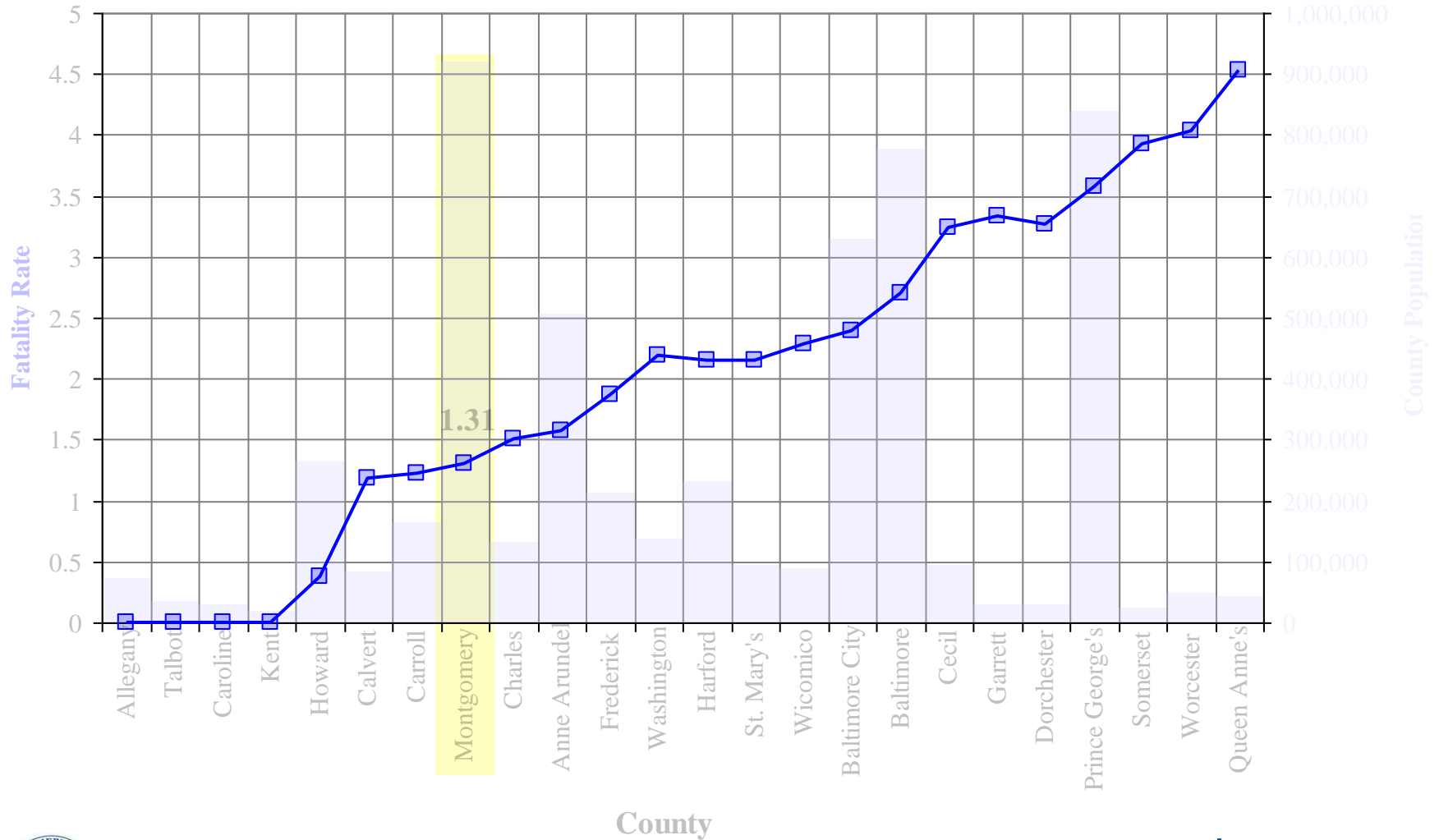
Pedestrian Collisions per 100,000 People, by County, 2003

Data source: Maryland Traffic Safety Facts 2003, page 66, SHA

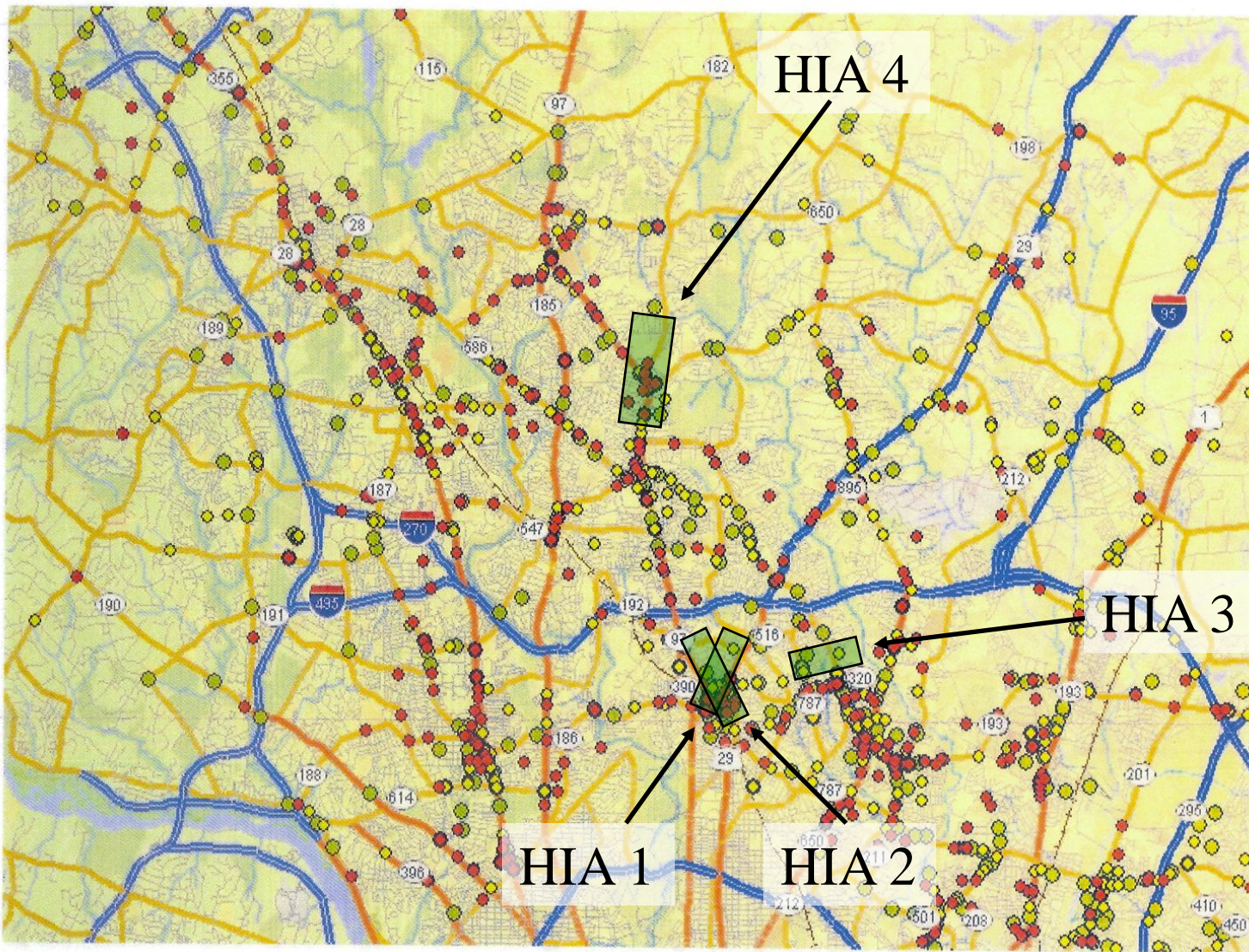


Pedestrian Fatalities per 100,000 People, by County, 2003

Data source: Maryland Traffic Safety Facts 2003, page 66, SHA



High Incidence Areas



High Incidence Areas: Facts

- # of incidents over four-year period: 93
(from 1/1/2004 – 11/30/2007)
- These four sites represent about 6% of all pedestrian collisions in the county.
- Three of the four are state-maintained roads.

	HIA #1	HIA #2	HIA #3	HIA #4	Total
# collisions	15	26	22	30	93
# pedestrians involved	18	27	22	31	98
# fatalities	1	0	0	1	2



HIAs: Scoping the problem

- **57.1% of pedestrians involved were male.**
- **Age is evenly distributed except for very young (only two were under the age of 10).**
- **Alcohol is a minor contributor at these sites.**
 - In 16.3% of cases, alcohol or some other substance was either present or a contributing factor
 - Only 8 cases of 93 (8.6%) listed “under the influence of alcohol” as a primary or secondary contributing factor for the collision.



HIAs: Scoping the problem

- No cases listed light conditions as “Dark: no street lights”
- Road construction or maintenance was listed as a contributing factor in only one case.
- 46% of the pedestrians were struck entering or crossing at an intersection.
- Top driver movements:
 - 31% were moving at constant speed
 - 19% were turning left
 - 13% were turning right
 - 13% were slowing or stopping



Primary Contributing Factors

Drivers	
Not Applicable	29
Failed to give full time and attention	19
<blank>	10
Failed to yield right of way	10
Illegally in roadway	5
Unknown	4
Did not comply with license restrictions	2
Vision obstruction	2
Wet road	1
Failed to obey other traffic control	1
Grand Total	83

Pedestrians	
Illegally in roadway	29
Not Applicable	28
Failed to give full time and attention	15
<blank>	12
Under influence of alcohol	7
Unknown	3
Clothing not visible	2
Failed to yield right of way	1
Rain, snow	1
Grand Total	98



Two Objectives of the Initiative

- Reduce pedestrian-related crashes, injuries, fatalities, and their associated social and economic costs
- Ensure that all areas of the County provide safe and convenient travel options for pedestrians

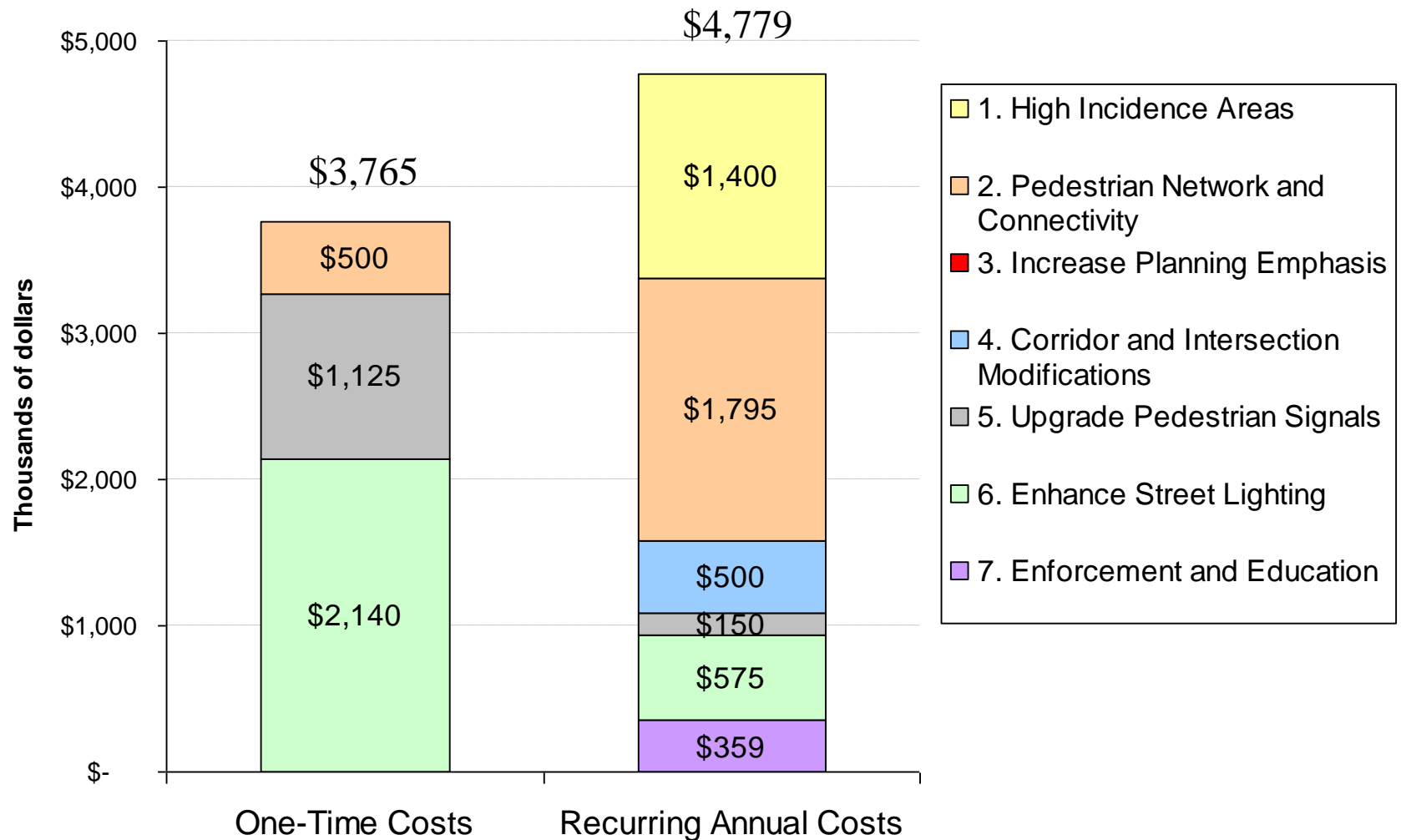


Seven Strategies of the Initiative

- **Target most intensive pedestrian safety improvement efforts in High Incidence Areas**
- **Assess and improve pedestrian network and connectivity needs**
- **Increase emphasis on pedestrians and bicyclists in the planning process**
- **Identify and implement corridor and intersection modifications and traffic calming treatments**
- **Upgrade pedestrian signals**
- **Assess and enhance street lighting**
- **Modify pedestrian and driver behavior through enhanced enforcement and educational efforts**



Costs Associated with the Seven Strategies



Participants in the Initiative

- DPWT will be designated as the lead agency responsible for pedestrian safety.
- DPWT is the largest participant in the initiative.
- Three components of the initiative were not formally assigned to a department.
- Dollars shown are from the initiative document and do not necessarily reflect budget submissions.

	Initiative Dollars	
	\$ <i>(in thousands)</i>	%
DPWT	\$7,529	88.1%
DPS	\$174	2.0%
MCPD	\$172	2.0%
PIO	\$50	0.6%
M-NCPPC	\$0	0.0%
Unassigned	\$620	7.3%



Measuring Progress on Objectives

- **Collisions and fatalities**
 - Number of pedestrian collisions and fatalities
 - Average traffic travel speeds
 - Pedestrian perceptions of safety
- **Safe and convenient travel options**
 - Output measures were specified in the initiative
 - Unclear how to measure outcomes



Enhancement of Pedestrian Accommodations in Work Zones

- **Initial recommendation to enhance pedestrian accommodations in work zones came from the Pedestrian Safety Advisory Committee**
 - “Hire additional inspectors within the Department of Permitting Services dedicated to pedestrian safety and accessibility. This action should be taken by March 31, 2007.”-2007 Pedestrian Safety Agenda, page 2
- **December 2007 Pedestrian Safety Initiative calls for two additional inspectors at a cost of \$174,000 per year.**
 - Inspectors would regularly monitor work zones to ensure compliance with new Road Code requirements for pedestrian accommodations and to enable a quicker response to complaints of sidewalk closures or obstructions.
 - One would cover Silver Spring area, one would cover Bethesda area
- **Carla Reid, Director, Department of Permitting Services brought to CountyStat’s attention that data supporting this request had not been presented.**



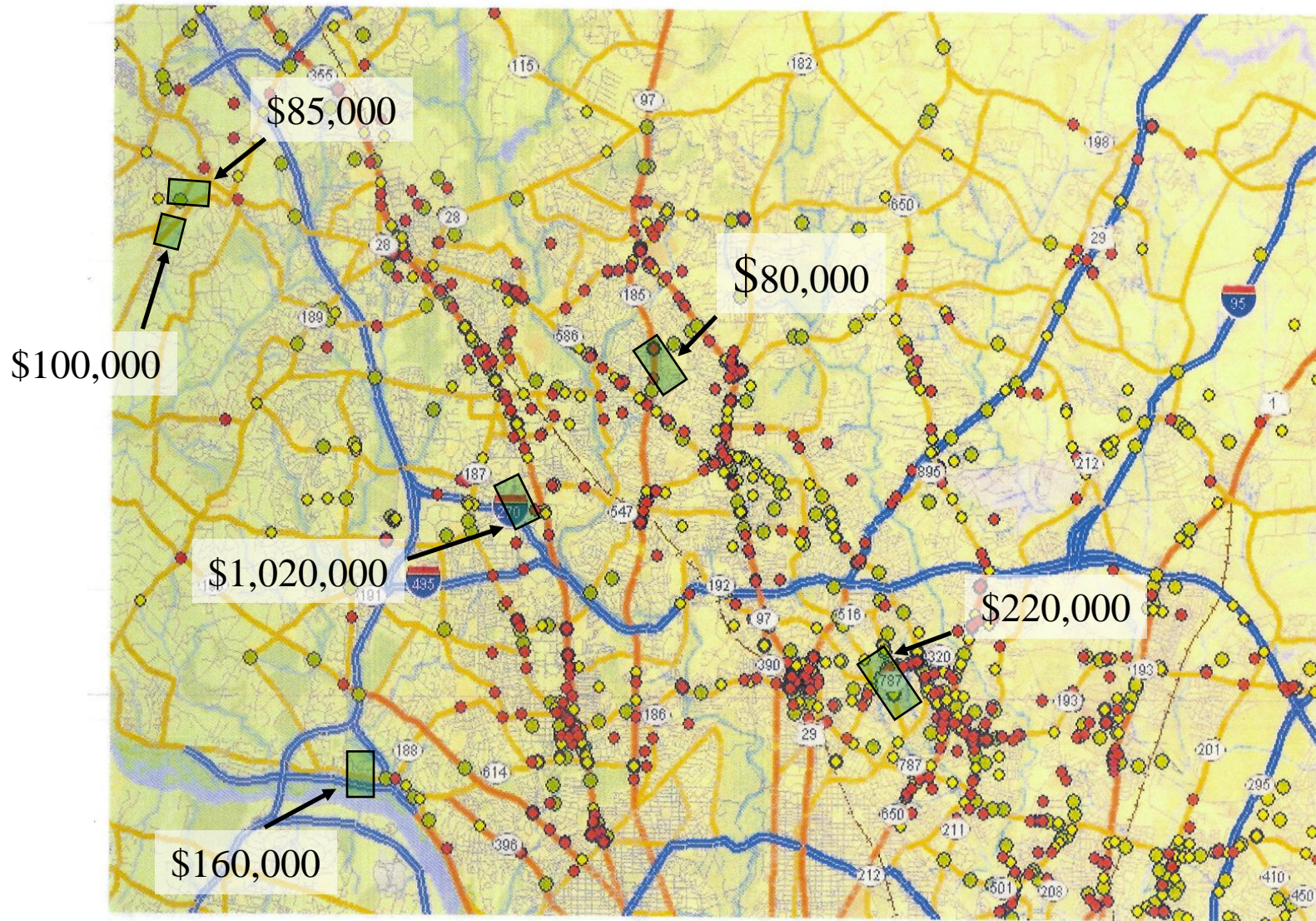
Enhancement of Pedestrian Accommodations in Work Zones

- On very short notice, Police were able to supply data on incidents over the last four years.
- Pedestrian collision data from the Police found only two cases in the last four years where either road construction or debris on the road contributed to the collision.
 - One in 2004, one in 2006. Both in Silver Spring area.
 - Police included any pedestrian collisions that had any one of the following as a contributing factor: road construction, road maintenance, debris in the road, or obstructions in the road.
 - There were not necessarily violations of any rules for pedestrian accommodations in these two cases.
 - Given the proposed inspector assignments, the inspector in Bethesda would not have overlapped either of these cases.

Hiring additional inspectors will have little, if any, impact on the number of pedestrian collisions.



Major Street Lighting Projects



Procedure for improving HIAs

- **Collect and analyze collision data to identify HIAs and their characteristics**
- **Conduct a pedestrian road safety audit at each site (based upon federal guidelines)**
- **Collect baseline data on pedestrians' perceptions of safety and on travel speeds at the area**
- **Present audit findings to stakeholders and incorporate feedback into recommendations**
- **Implement physical improvements and pedestrian outreach**
- **Monitor collisions, pedestrians' perceptions, and travel speeds post-implementation**



Wrap-up

- **Preview of next topics**
 - Conduct a mapping process that links strategies to program activities to measureable outcomes.
- **Time frame for next meeting**



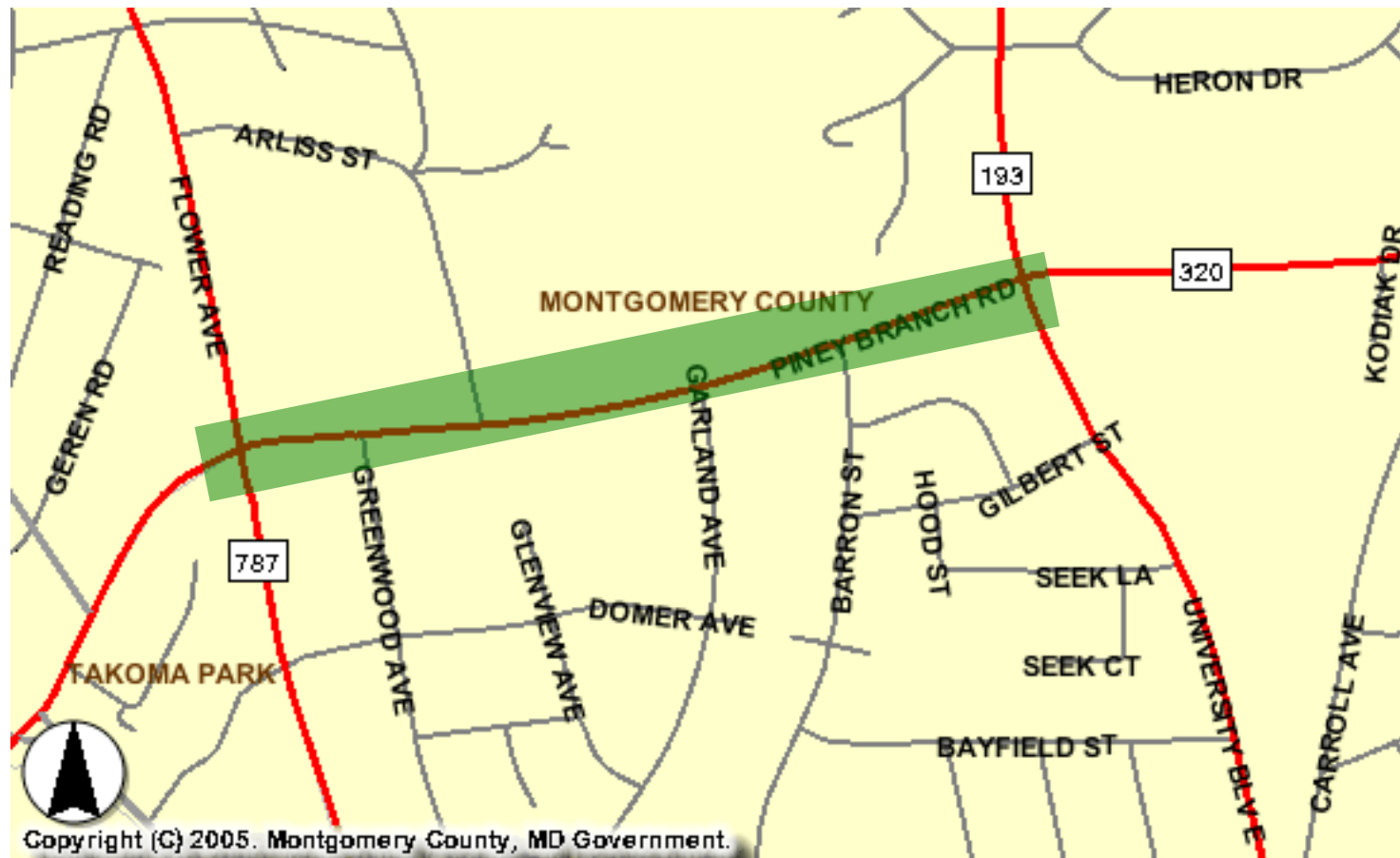
HIA 1: Colesville Road



HIA 2: Georgia Ave. (Silver Spring)



HIA 3: Piney Branch Road



HIA 4: Georgia Ave. (Wheaton)

